

Background Information

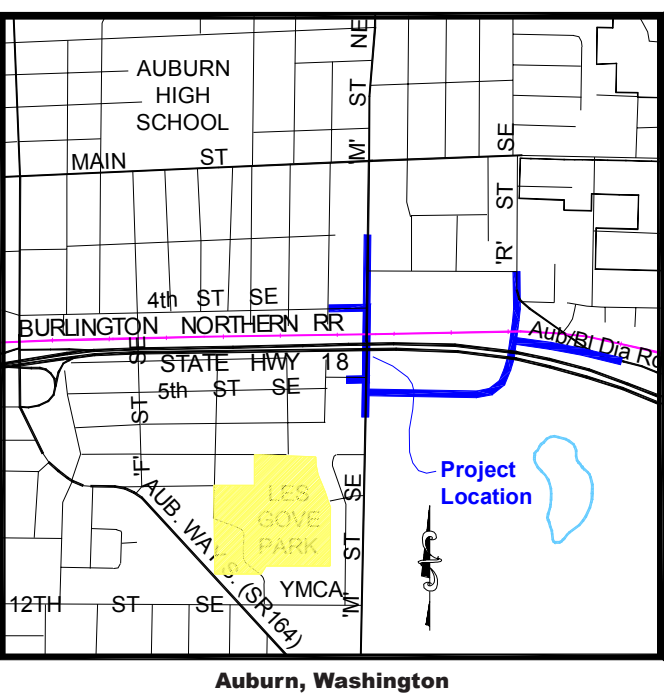
In 1996, when BNSF decided to re-open the Stampede Pass line, the City of Auburn began looking at the need for improvements to alleviate additional congestion from the use of the rail line. As part of this effort, the City along with other agencies in Washington began to develop a regional policy to improve freight mobility. This effort has become the Freight Action Strategy Corridor or 'FAST' Corridor. Through this partnership of the State, Federal, Local, Port and Railway jurisdictions, a number of significant projects have received funding to help separate vehicle and freight traffic, thus, improving the regions overall mobility and helping to maintain the regions economy. The City of Auburn has successfully completed two 'FAST' projects on 3rd Street SW in downtown and on S 277th St in the north end.

In early 2002, the City began looking at the options of how an underpass for 'M' Street SE could be completed and what the potential impacts could be.

Project Funding

Currently the City of Auburn has funded the Pre-Design Study. Additional funding is expected to come from a multitude of sources including federal, state, and local agencies. The City is actively seeking funding and the current estimated total project cost is \$24.7 million.

Project Vicinity Map



Project Status

The Pre-Design Study has been completed and the preferred alternatives have been selected as follows:

'M' Street SE – Preferred Alternative M3a

This alternative will raise the BNSF Railroad tracks at 'M' Street approximately 3.75 feet. The raising of these tracks will reduce the depth that 'M' Street will need to be dropped to allow a minimum clearance of 16.5 feet under the proposed rail structures. The intersections of 4th/'M' Street SE and 6th/'M' Street SE will be depressed approximately 5 feet and 1 foot, respectively, from their current grades. This alternative minimizes the impacts to adjacent property owners significantly.

Bypass Roadway – Preferred Alternative BP2

This alternative will re-align 'R' Street SE to connect in a T-intersection with Auburn-Black Diamond Road south and west of the existing at-grade crossing of the rail tracks. The crossing of the rail tracks will remain

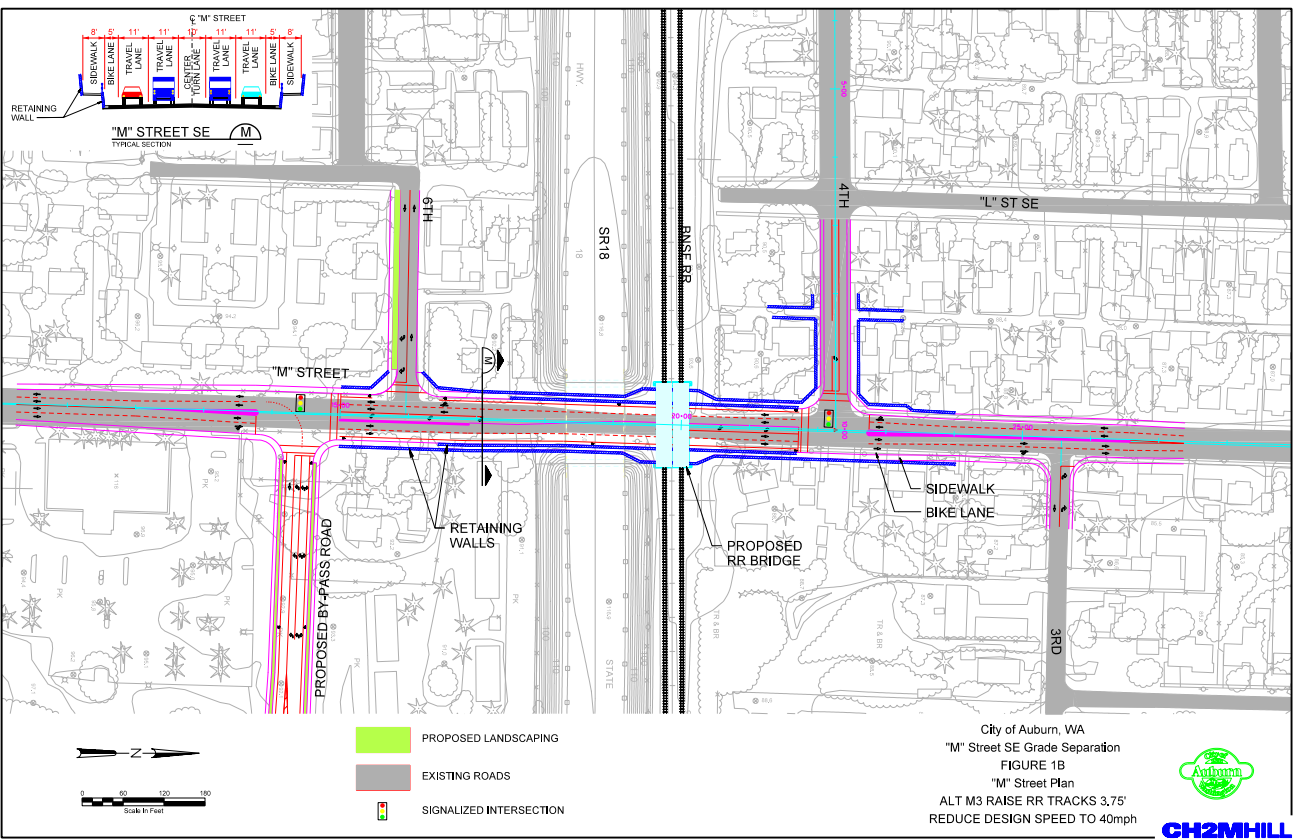
as an at-grade crossing. The Bypass road will connect to 'M' Street SE in the approximate location of the 6th Street SE intersection. This alternative minimizes potential safety hazards on Auburn-Black Diamond Road, R Street, 3rd Street and 4th Street SE.

There have been two Open Houses held, in May 2002 and July 2002, to provide public information and receive comments, concerns and feedback on the project. The City has also actively coordinated with the State Department of Transportation, Burlington Northern Santa Fe Railway, and the Muckleshoot Indian Tribe during the Pre-Design effort.

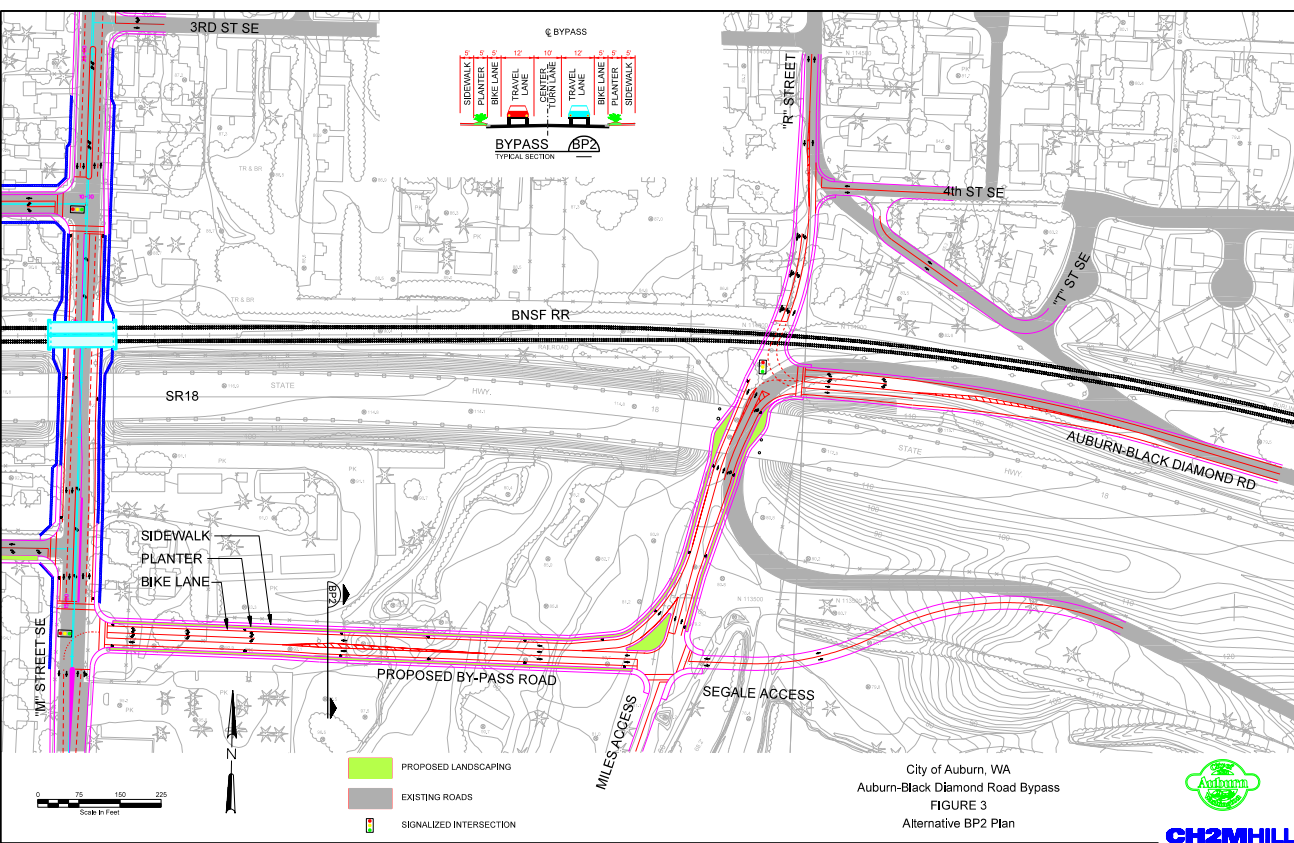
Project Schedule

Pre-Design Study	Feb. 02 – Dec. 02
The following Schedule is dependant on when additional funding is received:	
Design and Environmental	Approx. 2 years
Right-of-Way Acquisition	Approx. 1 year
Construction	Approx. 2 years

'M' Street SE - Preferred Alternative M3a



Bypass Road - Preferred Alternative BP2





Public Works Department
25 West Main St
Auburn, WA 98001-4998
(253) 931-3010
FAX 931-3053

ADDRESS CORRECTION REQUESTED



‘M’ Street SE Grade Separation Project

Project Information Bulletin

February 2003



Visualization of the Proposed 'M' Street Undercrossing.

This project is located on ‘M’ Street SE between the intersections of 4th and 6th Streets SE in the vicinity of the SR 18 overpass and the Railroad at-grade crossing in Auburn. The at-grade crossing of Burlington Northern Santa Fe (BNSF) Railway’s Stampede Pass line is projected to operate below acceptable levels by the year 2030. The project will separate ‘M’ Street SE from the at-grade crossing by taking ‘M’ Street under the rail line, resulting in safer and more efficient traffic flow. In addition, the project will construct a new roadway connecting the intersection of ‘M” and 6th Street to the intersection of Auburn-Black Diamond Road and ‘R’ Street SE.

Project Purpose

The functions of the ‘M’ Street SE Grade Separation Project include:

- Alleviating existing and forecasted traffic congestion.
- Improving safety and access for the traveling public.
- Increasing the region’s rail freight mobility through separation of train traffic from vehicular traffic.

Who to contact for more information?

For more information, please contact Ingrid Gaub, PE (Assistant City Engineer) at (253) 804-3113; facsimile (253) 931-3053; or write to:

City of Auburn
Public Works Department
25 West Main St.
Auburn, WA 98001-4998
Attention: Ingrid Gaub

Also visit our web site at: www.ci.auburn.wa.us

Scope of the Project

The current plan for the project includes the following features:

- ✓ Construction of new underpass for ‘M’ Street SE and the Rail tracks.
- ✓ Widening of ‘M’ Street SE to allow for 2 lanes in either direction and for left turn movements.
- ✓ A new roadway connection between ‘M’ Street SE and Auburn-Black Diamond Rd.
- ✓ Accommodation of non-motorized traffic.
- ✓ Coordination with the Auburn Downtown Master Plan.
- ✓ Landscaping and visual treatments to enhance the look and feel of the project.

See the attached Site Plan for more detail.